VILLE DI HAVRE.

CONTINUED FROM SEVENTH PAGE.

Mr. and Mrs. Mixter and Mrs. Nathaniel Curtis Miss Helen Mixter and Miss Madeline Mixter were

Mrs. Mixter was a daughter of Mr. Curtis Mr. Mixter resided in New York, and was a mother of Hon. William Mixter.

LIST OF THE PASSENGERS ON THE VILLE DU HAVRE.

A reporter of the HERALD obtained the following list of the passengers who sailed on the Ville du Havre from the books of the steamship company, and before publication it has been carefully comnared with all information received from other

Breedon, B. F. Breedon, Miss, of New New York. inger, Mrs. Abraham, of New York. Sininger, Miss Fanny, of New York, on, Alired, Secretary Belgium Legation. hington. shop, James, of New York. ikley, Mrs., of New York. sulkley, Miss Maria, of New York.

Belknap, Henry, of Mount Vernon, Boston. Butt, Robert McCoskey, of Westchester county, New York (aged 14). Bem, Miss Marie. Beaugrand, A. Beaugrand, Mrs. A Beaugrand, Eugene. Bruey, Xavier. Bruey, Mrs. Xavier. Burnoquez, Charles. Bonnventure, Rev. Robert.

egero, Baptiste M. Bolleo, Pierre. Cramer, Mr., of Troy, N. Y. rtis, Mrs. E. and maid, of Boston. Culm, Willie. Carrasco, Rev. Antonio, of France. Choaquet, Désiré, of France. diodion, Mr., of Paris, France. Modion, Mrs., of Paris, France. Church, Mary H., of New York. Chester, Mrs. Charles.

Claverine, Alexander. Claverine, Miss Annie. Curtis, Nathaniel, of Boston. Dennys, Emile. Edgar, Mrs. H., of New York. Edgar, Miss Cornella, of New York. Edgar, Miss E., of New York. Perdinand, Mrs. Eliza. Ferdinand, Master Victor.

Hunter, Captain Charles, United States Navy. Hunter, Mrs. C., and maid. Hunter, Miss Mary. Hunter, Miss Annie. d, Thomas, of Crown Point, N. Y. Hammond, Mrs. Thomas, of Crown Point, N. Y. Hammond, Master Frank, of Crown Point, N. Y.

dwin, Mrs. D., and two children.

nd, Master Clarence, of Crown Point, N. Y. mond, Miss Alice, of Crown Point, N. Y. Joanique, Theodore, of New York. Joanique, Mrs. Theodore, of New York. Jonkaire, Marcel.

Kidd, Henry W., of New York. Kennett, Mrs. A. G., two children and nurse, of Liado, Francisco, of Brooklyn, N. Y. Lopez, Mrs. (nee Florence), of New York.

riaux, Rev. Mr., of Paris. Lamothe, Mrs. Lack, Mrs. Adele. Latergue, Autoine. Mixter, Charles, of Boston. Mixter, Mrs. Charles, of Boston. Montagut, Mr., of New York. tagut, Miss. of New York.

Murray, Hamilton. conet, Mr. F., of New York. roonet, Mrs. F., of New York. Karconet, Master F., Jr., of New York. conet, Mile., of New York. n. Miss Annie.

McCreery, A. B., of San Prancisco, Cal.

PIASE MER. C. A. Peckham, Judge Rufus W., of Albany, N. Y. Pockham, Mrs. Judge, of Albany, N. Y. Putnam, Miss L. W.

Pequignot, Xavier. Igourney, Henry, of Boston. gourney, Mrs. H. and maid, of Boston. gourney, Master Alfred T., of Boston. pourney, Miss Amelia Louise, of Boston. afford, Mrs. H. G., and infant, of Chicago. ford, Miss Annie, of Chicago. ford, Miss Bessie, of Chicago. ford. Miss Maggie, of Chicago. ns, Mrs. M. A., of Boston. Swift, W. R.

Squadrille, L. Simon, Rev. C. Taylor, George H., of New York. Trefousse, Léon, Turcas, Miss C. Valte, Hypolite.

Bwift, Mrs., and child.

Vallat. Sebastien.

Weiss, Rev. Nathan, of Orleans, France. Waite, C. Burritt, of New York. Walte, Miss Julia B., of New York. Wagstaff, Miss, of Babylon, L. I. us, R. A., Jr., of New York. Total number of passengers on the company's

OFFICERS AND CREW OF THE

Of the officers and crew and general ship's company, including stokers, coal passers and walters, of the Ville du Hayre, there were 183 on board. Mr. George Mackenzie, the agent here of the General Transatlantic line. in speaking of the ability and experience of the several officers, said they were the best of seamen and had been in the service of the company many years. Captain M. Surmont, who commanded the ill-fated steamship, is Commodore of the line, and for ten years has held important positions in the several vessels comprising the fleet. It was the same with the majority of his subordinates, and the greatest reliance was placed in their extended experience. The Second Omcor, Garay, has commanded many vessels in the same of the commanded many vessels. he was generally called upon to relieve any of the older captains who may be ill or called away from ider captains who may be ill or called away from a season. The First Officer, lailiard, had long occupied this responsible posicion, and the Purser, Vie, was one of the most reliable in the service. All of these officers, it will be abserved, are among the saved; but the Chief En-

geneer, reran, and the Surgeon, Caudint, are thought to be lost, and, should such be the case, the place of the former cannot be easily filled, as he was an accomplished officer and of great me-chanical skill. Durbée was the Third Officer and

Mr. Mackenzie advised that the above were all the officers whose names he could give, and that there was no list of the crew in his possession. Sailors were constantly changing vessels, and it is difficult to keep track of such shifting individuals. apitulate, the following is the list of officers

Captain—Marius Surmont, First Officer—Gaihard. Second Officer—Garay. Third Officer—Durbes, Fourth Officer—Millour, Purver—Vic. irser—Vie. def Engineer—Peran. ergeon—Caudint.

DESCRIPTION OF THE VILLE DU

The steamship Ville du Havre was not a new vessel, as currently reported on the streets yester-day, but the old Napoleon III. lengthened and altered. She was originally built in London in 1866, and was of the following dimensions:—Length on deck, 360 feet 6 inches; breadth of beam, 43 decks, three; draught of water at load line, 24 feet 6 inches; tonnage, 3,375 tons. Her hull was of wrought fron plates, and on the books of the underwriters of New York was classed "One A1," and security and provisions against fire "good."
Her builders were—of hull, Thames Iron Works, and of machinery, Messrs. Ravenhill, Hodgson & Co. Such were the general dimensions of the until last winter she ran regularly on the route her service-New York to Havre. Early in the autumn of 1872 she was with-drawn from the line for the purpose of being lengthened and improved. This was done with all convenient speecd and every possible ad-dition made which ingenuity could devise or ex-perience dictate. Her length was increased 63 old side lever engines were taken out and replaced with compound engines, made by Messrs. Leslie & Co., Newcastle-on-Tyne. The eight old tubular boilers were also removed and six of larger capacity substituted. She was also fitted with an additional deck, and six coal ports near her water line were introduced. Her rig was that of a brig. Upon her arrival here after being lengthened, May 16 this year, she was surveyed by the Underwrit ers' engineer and reported "Class three, A114," and security and provision against fire "good." It will be remembered that as the Napoleon III. she was a side wheel vessel, but as the Ville du Havre a propeller. Her tonnage after alteration was 5,086 tons gross and 3,216 tons registered.

The accommodations of the lost steamship were of the most elegant description. The staterooms were of unusual size and furnished in an elaborate manner. They were below the main saloon, leaving the latter apartment the entire width of the vessel. This saloon, nearly 60 feet in length, was furnished and decorated in a manner altogether unequalled by that of any steamer affoat. All that costly woods, rare marbles, elaborate carvings, tasteful gilding, immense mirrors, brilliant chandeliers, rich carpeting and luxurious uphoistery could afford in the way of regal splendor was here combined in one gorgeous concentration of mag-nificence. A noticeable feature in this saloon was a splendid library, containing an assortment of well selected works. Further forward were the ladies' boudoir, reading and smoking rooms, bathrooms, bar, &c. The officers' quarters were spacious, and the crew had more than usually comfortable acdations. The value of the Ville du Havre Was \$1,500,000.

THE VILLE DU HAVRE'S CARGO.

The following is a copy of the manifest, giving value of the several lots shipped for delivery at havre. It is complete and accurate:—

8 casks copper.
7 cases calf skins
1 case velvet ribbons.
1 box cheese
6 cases oysters.
2 barrels samp. returned to United States). 130
4,961 bags wheat } 30,784
2,621 bags wheat } 30,784
2,621 bags wheat } 34,107
38 barrels jewellers' ashes 6,373
2 cases rubbers 404
3 cases brandy peaches and cake 35
5 cases oil peppermin 550
1 case silk satin 500
30 barrels potashes 1,471
2 cases tobacco machines 358
1 case woollens 358 nan hair..... 1 case human hair
15 tierces rice.
25 bales Sea Island cotton.
36 bales cotton.
1,000 bales cotton.
Hair barrel beef.
Hair barrel apples.
1 box canned goods.
1 box corn meal.
1,303 salted hides. o tierces lard.....

200 tierces lard.
200 tierces lard.
10 packages effects, &c.
190 bales cotton.
200 boxes bacon.
250 boxes bacon.
1 case silver ware.

THE SAILING VESSEL LOCH EARN.

The iron ship Loch Earn, that coilided with the Ville du Havre, bas been trading between New York and London for some time back, and was consigned to Messrs. Henderson Bros., agents of the Anchor line of steamers. The latter gentlemen know but little concerning her construction more than that she was built in Glasgow in 1869, and is 226 feet in length on deck, 35 feet beam, 21 feet depth of hold and of 1,200 tons burden. She is owned in Giasgow by Mesers. Aitken, Lilburn & Co., and at the time of the fatal collision was on her way from London to New York, having sailed from the former port on the 14th instant, and consequently was nine days out. Messrs. Henderson Bros. speak of her as a very stanch craft. She is commanded by Captain William Robertson.

THE SHIP TRIMOUNTAIN.

rescued were transferred, is owned by Messrs. J.

H. Winchester & Co., of No. 52 South street, New York. She is a wooden vessel, 175 feet 6 inches long, 35 feet 3 inches beam, 29 feet depth of hold and of 1,301 tons burden. When the Trimountain ell in with the Loch Earn she was on her way from this port to Bristoi, England, with a general cargo, having sailed on the 10th inst., in command of Captain W. W. Urquhart, the crew comprising 21

DISASTER.

The thrilling details of another ocean horror, the story of a mighty ship engulfed, with over 200 lives, in the ocean, sent a pang through the heart of the community yesterday, and recalled again the reminiscences of two other fatalities which, within a year, have carried desolation to a thou-

atlantic Company, was lost by being run down by the ship Loch Earn, on the 22d of November. Nearly 250 lives have been lost." This was the summary of the terrible news, and at once the mind was directed to that awful crash when the steamer Murilio cut the emigrant ship Northfleet to the water's edge off the English coast, and the Atlantic ran with deadly impetus on to the crag of Mars' Rock, on our own shores. In the first of these more than 300 lives were lost, in the next over 500, and now came the climax, as the year

There was very little doubt expressed when the first tidings were received of the sinking of the Ville du Havre, for the public mind had begun to accept these gigantic disasters as necessities of the period. Great steamers carry more passenger than the smaller ones, and if they unfortunately go down the chances are that the loss of life will be at least proportionate, and one startling sensa-tion of murder, massacre or calamity follows another so fast nowadays that the public ear is prepared to hear almost anything terrible without much shuddering. There was a good deal of excitement visible when it was learned that the noble though lil-fated vessel was on her eastward passage, for then every man felt as though he might at least have some friend or acquaintance among her company. The news was soon dissemi-nated by swarms of newsboys, who sped like Mercuries through the leading thoroughfares with the "extras" of the afternoon papers, but as usual the intelligence was meagre and unsatisfactory. There were only partial lists of passengers published. with no information as to how many were saved or how many lost. Then when

THE NUMBER OF SAVED was telegraphed from London each one who had a friend or relative on board feared that those concerning whom they felt such anxiety were not among the fortunate rescued few. Then a list of survivors was received, later in the day, and, between names misspelled and names included which did not appear on the passenger list furnished from the office of the company in New York, there were still more vagueness uncertainty. Then hopes arose in minds of those who had no other hope left that perhaps some one whom they yearned for as lost might have been saved by boats as yet unheard of, and in this way every nope and every fear possible or even conceiva-ble under the circumstances was indulged in. Notwithstanding the cold and stormy state of the weather, men paused at all the bulletin boards and eagerly gleaned all available details and surmises in reference to the sad tragedy. The bulletins being too meagre to sate the whetted appe-

GHASTLY DETAILS The eager public purchased by thousands the "extras" and regular editions of the evening papers, and as the damp sheets, fresh from the presses, fluttered in the wind the purchasers, ausing on the sidewalks, were soon surrounded by groups of passers-by equally anxious to hear the news read or to catch a glimpse of the headlines if nothing more could be heard or seen.

When it was made known what a very select list of passengers the steamer had on board the anxiety became speedily heightened, however, for thousands of people who were not personally ac-quainted with any of the victims had yet a certain equaintance with them by reputation. One of the first names that attracted attention and elicited comment was that of Judge Rufus W. Peckham, of Albany, a distinguished member of the Bench, as well known almost to New Yorkers as to the people as the father of Wheeler H. Peckham, the resolute young prosecutor of the "Ring" criminals. Includbers of the Bar there are probably 20,000 ing mem persons in New York who had a more or less intimate acquaintance or recognition of the Judge, who, by the way, also has been hundreds of times mistaken for Fernando Wood, on account of strong points of personal resemblance. Then there was lodion, the caricaturist, who came to this city as a rival of Regamey, and whose rapid drawtheatrical audiences, gave him at least a certain form of acquaintanceship with thousands who had seen him before the lootlights. Besides these

PROPLE OF HIGH POSITION IN SOCIETY. with their wives, sons and daughters, and all of whom commanded large circles of friends, and it was no wonder that the disaster created so marked a sensation. Of course people-so accustomed has the public taste become to great, staggering sensations—began to contrast this with the Atlantic disaster of last March, and concluded that, terrible as was this visitation of death, the other more than doubled it in loss of life and the horror of its attendant circumstances. There was this difference, however, in one feature of the present calamity-that there did not seem to be so great and responsible a degree of culpability on the part of the navigating officers of the lost steamship as was the case with the Atlantic; yet men queried anxiously within themselves whether a system might not be easily devised to prevent the possibility of collisions at sea, even in a fog. The public will form their conclusions, too, and the result of their hasty consideration of case led them to the expression of the belief that all steam vessels enveloped in a fog should slacken speed, display the most powerful lights known to science, and sound steam foghorns. The whole subject was of course canvassed in the most complete manner, despite the fact that and interested the community at large that for the time the prospect of war, the opening of Conmatters of later and inferior consideration and

SCENES AT THE STEAMSHIP COM-PANY'S OFFICE.

The first intimation of the dread disaster came from the offices of the "Companie Générale Trans-atlantique" in Paris to Mr. George Mackenzie, agent of the line, at No. 58 Broadway, in this city. The first despatch that was received was directed to the office in Broadway, but, that place being closed, it was taken to the residence of Mr. Mackenzie as late as twelve o'clock on Sunday night. The next despatch in point of time received in New York came from Mr. Waite, who lost his sister, and was directed to the senior Mr. Waite, proprietor of the Brevoort House, in Fifth avenue. This despatch was delivered at the hotel at two o'clock

Waite came down to his breakfast. Yesterday morning, at nine o'clock, there were confirmatory despatches received by Mr. Mackenzie, and these were made public immediately, in order that the friends and relatives of the sufferers news, as the case might prove. The office of the company is at the corner of Broadway and Ex-change place, and as Mr. Mackenzie had sent what despatches he received to the office of the Associated Press, the news, in addition to the usual cable despatches, was sent to the HERALD office, and from thence to all parts of the country, where the tidings spread

to hearth and homestead. Shortly after nine o'clock the office of the French line was besieged by the anxious and tearful relatives of the pasgers. It was noticeable that the people who called were of a class who were socially better of than those who througed the office of the White Star line when the news was announced that the At-lantic had met her terrible fate off Sambro Light. The French line does not carry any steerage passengers, and it is patronized solely by that class of people who are well off in the world's goods and have large bank accounts, comfort-

PUBLIC FEELING ABOUT THE able homes and luxurious surroundings. There were three classes of passengers on board the fil-fated Ville du Havre—namely, first, second and third cabin passengers. The third class and and third cabin passengers. The third class and and third cabin passengers. The third class engers paid \$48 in gold, the second class \$75 Wine is furgold, and the first class \$125 gold. Wine is furnished at all three tables, and is included in the fares. Consequently poor people cannot take pas sage on this line, and the result is that this disaster will chiefly reach the homes of the rich and the families of the crew and ship's company, who are nearly all residents of France. The majority of the passengers were people of leisure, who were going abroad to spend the winter at Bome, Florence, Nice or Paris, or to place their children and younger relatives at foreign boarding schools. BAGER INQUIRIES

were made of all the clerks at the office, and the two of questions, many of which it was impossible for them to give any favorable reply to. About halfour most prominent merchants, called at the office of the company and exhibited a telegram which it was stated that she had been saved, but that her mother had gone down on the ill-fated ship and that the writer of the telegram was going to Paris. Mr. Bininger was almost heartbroken at the loss of his wife, a lady well known and highly esteemed in New York society, but still he was very thankful that his daughter had escaped a watery grave. Mr. Bininger left the office in a half-distracted manner. As soon as the company's agent received a partial list of the saved the list was written out and posted up in the office. All persons making inquiries were referred to this list by the cierks, and it was a pitiable sight to see the number of the seekers after information reading it over five or six times before they would be convinced that their friends had perished. Strong hopes were entertained until a late hour in the afterno a number of the passengers had jumped on board of the Loch Earn, and that they were saved and would be heard of hereafter. This nope, however, was dissipated when it was found that it was not the ship Trimountain which had rescued

It was discovered that the Loch Earn had launched three boats immediately after the collision, and it was these boats which had translerred the rescued people, 10 hours subsequently, to the ship Trimountain, which the Loch Earn met bound to Bristol, England, from New York, while the Loch Earn was on her way to New York city. The Loch Earn could not provide ecommodation or food for this sudden addition to her passengers and crew, and accordingly the transfer was made to the Trimountain, which landed some of the unfortunates at Cardiff. this news was made public all hope was lost that any of the passengers or crew had been saved with the exception of the 87, among whom were 10 ladies, who had been picked up by the Lock Earn at the time of the disaster.

Among the people who called was a distinguished looking young gentleman, who was covered up to his chin with a gray Ulster coat and canote. He walked toward the list of the saved, and, reading it slowly, said :- "My God! is it possible that only two of the Hunters out of six have been saved? The names of Miss Annie and Miss Mary Hunter appeared on the list as the only persons out of party of seven—father, mother, four daughters and a maid—who have been rescued from the yawning deep. A small, dark looking man, a Spaniard, by the name of Liado, who does business as a cork merchant in Maiden lane, New York, and who is a resident of Brooklyn, called at about two o'clock and seemed to be very much excited. He exhibited a cable telegram from his brother, Francisco Llado, who was saved and sent the joyful tidings to his brother, who is

an employé of the Spanish Consulate in this city. Mr. S. B. Ruggles, a venerable citizen of this city and a well known member of the Chambe of Commerce, called to ascertain the fate of the Curtis family, of Boston, with whom he was ac uainted. Nothing was known of their fate, but it was ascertained that the Cramer family and the Curtis family occupied staterooms directly opposite each other. A middle aged gentleman called to inquire for his nephew, Robert McCoskey Butt, of Westchester county, New York, who was A GRANDSON OF FRANCIS MORRIS.

This young lad was only fourteen years of age and was en route to Paris, to be entered after du preparation at the Ecole Polytechnique, the most ous school of its kind in Europe. He occupied stateroom No. 90 on the Ville du Havre, in pany with a gentleman, a stranger to young Butt named Leon Trefousse, who is among the list of lost passengers. Young Butt must have got very quickly to the deck and reached a boat, while it is or not, or whether he reached one of the boats and was killed by the failing of the mizzenmast on the looking as if he belonged to the theatrical profession, called at the office and made some inoulries as to the probable fate of Mons. Collodion and his wife, who were on board of the ill-fated steamer Nothing satisfactory could be obtained about this couple, and little doubt is entertained but that man and wife found a grave together. Mons. Collodion will be remembered as having appeared at the Olympic Theatre in this city, under the management of Samuel Colville, as a caricaturist, and he was by profession a scene painter. He appeared at the Olympic for a lew nights and then and amiable lady, and they were returning to Paris after a brief stay of three months in this by Mr. Coylus de Ruyter, of this city, from Mr Montagret, by cable, in which it was stated that the writer had been saved, but that his wile had perished. Mrs. Montagret was a sister of Mr. De Ruyter.

open until seven o'clock last evening in order that all visitors might be afforded whatever information came to the offices of the company in this city. There was but very little excitement or demon stration at the offices during the day, as but very few relatives of the passengers called. The majority of the visitors were iriends or acquaintances, and they simply made a brief inquiry as to the facts

INTERVIEW WITH THE AMERICAN AGENT.

A reporter of the HERALD had a conversation with Mr. George Mackenzie, the General Agent of the "Compagnie Générale Transatiantique" in this city, at their office, No. 58 Broadway, yesterday fallen the Ville du Havre. Mr. Mackenzie is a well known citizen and has the acquaintance of thousands of our people who found it necessary every year to cross the ocean to and from Eu-rope. Mr. Mackenzie said that he could not explain the disaster or account for it in any way, excepting that it must have happened during a dense fog at an hour of the morning when it was impossible to know of the vicinity of another ship. Captain Surmont was one of the most careful and vigilant of officers. He was always on the watch at night, and never left his deck to the charge of any other officer at dark. He slept during the day, after dinner, this was done as a measure of precaution. After 35 years' experience with captains of all marine kenzie stated that he had never found the superio of the officer who had been educated in the French otherwise, were most carefully taken, and all that could be done by human skill to insure safety was Transatiantique. Captain Surmont was one of the hest of officers, and has always been noted as a first class officer. He was the commodore of the fleet, and Garay, the first officer, was a most dillgent and faithful seaman. The Ville du Havre was a superb vessel, one of the finest, if not the finest, that had ever left this port, and was worth \$1,500,000, without speaking of her very valuable freight It was customary with the company who owned 26 stemmships, to insure two-thirds of each vessel and the remaining third was insured

in and by the company, which took the profits and risks itself. This was done from the surplus capital. Three sister ships to the Ville du Havre are being built in Glasgow, viz.:-the Europe, Atlantique and France. The Compagnie Générale Transatiantique, which owns this vessel, has 25 other vessels, plying from France to Vera Cruz and other vessels, plying from France to Vera Cruz and
West India Islands; from St. Nazaire
to Aspinwall; from St. Thomas, via ports
in Porto Rico, Hayti, Cuba and Jamalca; from St. Thomas to Martinique; from Martinique to Cayenne via Demerara and Surinam. Captain Surmont bad served for a short time in the French Navy and left that service for the marine. In regard to the use of electric lights on steamers, Mr. Mackenzie said that he thought it would be a most important improvement and would add to the saiety and security of ocean steamers. The St. Laurent of their line had an electric light attached when she left in one of her trips fog France, but it was detached and taken to Paris, where it was placed on the ramparts during the Franco-Prussian war, to show the defenders of the capital where their Prussian foes were operating around the walls This electric light was a most powerful one and was exhibited on the Sound. It penetrated a in its light. The company discontinued the use of the light, for what reason he did not know; it might have been because of its great expense, bu he would not be positive. He had the patent right for the electric light for the United States. The imperial government had granted, during the re in of Napoleon III., a subsidy of \$25,000 to each vessel of the company for every round trip made by them, and although there have been several changes of government since, each administration had continued the subsidy because of the carriage of the mails. The electric signal was now being tested at the entrance to the harbor of Havre, and

THE ELECTRIC LIGHT AS A FOG SAFEGUARD.

it shows brilliantly at a distance of 40 miles.

In conversation with the younger Mr Mackenzie son of the general agent of the Compagnie Générale Transatiantique, and who is also connected officially with the corporation, a HERALD reporter alluded to the feasibility of employing electric or calcium lights as safeguards against collision in

"Well," replied Mr. Mackenzie, "we have experimented with them-that is, with the electric light, but a variety of circumstances prevented its adoption and permanent application. The company tested it both here and in Europe."

"Were the results at all satisfactory ?" "They were, I understood, entirely so," was the reply. "Then, why were they not adopted ?" asked the

"Well, one consideration was the great expense it would involve. I believe a single complete outfit \$3,000 or \$4,000, gold; and another difficulty originated in some squabble about the patent right of the system or apparatus. There were conflicting claims in the field, and the contestants could not harmonize their difficulties, and at last the com-

patentees was settled."
"What would be the expense per day of using the electric light, after the apparatus had been obtained and adjusted?" inquired the reporter. "I am not quite certain about that," replied Mr Mackenzie; "but I believe it would be about \$100 a day."

pany stepped aside to wait until the dispute of the

"Well, that would not be a very material increas of expense, considering that steamers may make several trips without experiencing any fog," rejoined the reporter.

"But the company made those experiments with view to employing the light in all weather, not merely for fogs," was Mr. Mackenzie's reply.

"That seems scarcely necessary, as the improved oil lights, with fine lenses, answer all fair clear weather purposes; but, Mr. Mackenzie, do you re-member anything in regard to those experiments as to the penetrative power of the light in an ordinary marine fog? "

"Yes. It was found that they would penetrate a fog with a sort of luminous glare for a mile and a half. That is speaking fairly within bounds, for I think the results have in some instances shown a penetration of two miles and a half."

Mr. Mackenzie then stated the results of some

experiments he had seen made in ordinary dark nights, "neither fair nor foul," and stated that the company's experiments took place at their docks and at the barge office some three or four years

The reporter happened also to have been present at some of the experiments at the latter place, used. The lens was placed in the cupola of the barge office, and the light was the product of a coil battery directed against carbon points. The lens was faced toward Staten Island at about eight o'clock at night, and the pilot and a number of passengers on one of the Staten Island ierryboats, which arrived at Whitehail slip soon afterward, informed the reporter that they were enabled to read ordinary newspaper print with ease at Quarantine landing, by the aid of the light in the barge office cupols. That was a distance of at least six miles, and the night was very dark and the atmosphere rather heavy.

AN EDITOR ARRESTED FOR LIBEL

SCRANTON, Pa., Dec. 1, 1873. J. C. Coon, editor of the Scranton Sunday morn ing Free Frees, was arrested this morning on a charge of libel and held to bail in the sum of \$5,000 Charge of lines and need to oan in the sum of \$5,000. The charge was preferred by Rinebart Gersbacher, of Wilkesbarre, a County Commissioner, whose official conduct was severely criticised in the Free Press of yesterday and the Sunday previous in connection with what is known as the "Index swinder," by which, it is alieged in the Free Press, that certain officials have robbed Luzesne county of half a million dollars.

hair a million dollars.

This is the third time within the past year that the Scranton Free Press has been arraigned for

MURDER NEAR PITTSBURG. An Old Man Killeft for His Money.

PITTSBURG, Pa., December 1, 1873.

A cold-blooded murder was perpetrated last night in the vicinity of the unpretentious village of New Texas, some seven miles distant from this city, the victim being Joseph Kerr, an old and inoffensive man, who followed the occupation of shoe

offensive man, who followed the occupation of shoe making. The old man's place of business is quite handy to his dwelling, and last night, as was frequently the case, he slept in his shop. Nothing more was seen or heard of him until this morning, when a neighbor, on going to his door and rapping, no response received. He finally forced open the door. On the bed lay Kerr dead, with his throat dreadfully cut and skull broken in, as though done with a heavy piece of iron. The interior of the shop was in great disorder, as if the person who committed the deed had accomplished it for the purpose of plunder.

Samuel Beigfley, who, a short time since, had been in the employ of Kerr, was arrested on the charge of being the murderer of the old man. He was found in bed at the house of one David Stout, about a mile from the scene of the tragedy. An officer aroused him, but he pretended sleep and would not get out of bed until dragged out. His poots were stained red. On being searched about \$100 in money was found in his possession, which seems were stained red. On being searched about \$100 in money was found in his possession, which seems in excess or anything he would be likely to earn honestly. Much excitement is caused in the village of New Texas, as the orime of murder was previously unknown there.

UTAH.

Two Persons Burned in a House United States Troops in the City of SALT LAKE CITY, Dec. 1, 1878.

At Alta City, last night, the house of Mme. Anne Miller was destroyed by fire. In the smouldering ruins the remains of two human bodies were dis covered, believed to be Mme. Miller and Captain Mott Hart, a weil known Union soidier. It is supposed that Hart, who lived with the woman, had a quarrel with her and killed himself.

There was a grand parade to-day of 500 troops from Camp Douglass through the streets of the city. Their appearance and discipline excited universal admiration.

VESSELS LAID UP ON LAKE ERIE.

PORT COLBORNE, Ont., Dec. 1, 1873.

A number of vessels bound through the canal laid up here to-day, there being no prospect of getting through this fall.

ST. ANDREW'S DAY.

Celebration of the Feast of Scotland's Patron Saint by the St. Andrew's Society-A Banquet at Delmonico's.

St. Andrew's Day, which, even despite the wishest of the most devout devotees of the Saint, that the fates should arrange matters otherwise, fell this year on the Sabbath, was celebrated last evening by the St. Andrew's Society by a grand banquet as Delmonico's, corner Fourteenth street and Fifth avenue. The society, it should be borne in mind. was founded as far back as 1756, the first Presiden being Philip Livingston, so it is almost unnecessar to state that no one of the original members was present to do honor to the jestivities. There were about 400 persons present, among whom were Judge Patrick; Elliott C. Cowdin, President of the New England Society; John G. Dale, President of St. George's Society; R. E. Mount, of the St. Nicholas Society; Mayor Havemeyer, Mr. Archibald, the British Consul; Dr. McCosn. of Princeton College; Dr. William Taylor, of the Brooklyn Tabernacle; Dr. McLeod, General Arthur and Richard Schell. The banquet hall was gayly festooned with flags and bunting, the American and British flags and the standard embiazoned with the Cross of St.

After the inner man had been satisfied with the good things with which the tables were loaded Mr. Gordon, the President, who presided, opened the proceedings. On rising he was warmly applauded, and in a few brief remarks thanked the members for the reception they had accorded him. He alluded to what the society had done during the past year. He said \$2,000 had been expended and past year. He said \$2,000 had been expended and 2,000 "relicis" had been issued. Of the \$850 of the centenmal fund \$250 had been used for the benefit, of suffering Scotchmen in Memphis. He next feelingly referred to the members who had been called away to another world, making mention, among others, of Hugh Maxwell, who had been a member of the society for sixty-three years, and off Dr. Campbell, the late chaplain. He concluded his remarks by proposing the first regular toast, "The day and a' who honor it." The toast was drank, all the members standing and cheering enthusiastically, while the orchestra gave forth the familiar strain, "Auld Lang Syne."

astically, while the orchestra gave forth the familiar strain, "Auld Lang Syne."

The next toasts were as follows:—"The Queen."

The President," "The Land o' Cakes," "The Land We Live In," "Our Sister Societies," "The Land We Live In," "Our Sister Societies," "The Land We Live In," "Our Sister Societies," "The Land We Live In," "Our Sexpression of the and Bonnie Lassies." "May care and trouble never fash, but mirth and joy be wi' ye a'".

The fourth toast, "The Land o' Cakes," was responded to by the Chaplain, Dr. Thompson.

"THE LAND WE LIVE IN"

was responded to by the Rev. Dr. Taylor.

Mayor Havemeyer was next called upon to respond also to the toast, President Gordon humorously declaring that, though ne left gratified at the way the Rev. Dr. Taylor had responded to the toast, yet he felt that the members were anxious to hear the Chief Magistrate on the same subject. The Mayor was heartly cheered.

Mr. Date, the President of the St. George's Society, in being the first one to respond to the toast, or "Our Sister Societies," contented himself with thanking the St. Andrew's Society for the good feeling it had always manifested toward his society.

Judge Brady responded to the toast as the President of the St. Patrick's Society, He remarked that, although the members of St. Andrew's Society might think that they were doing St. Patrick was under no obligations to them or anybody eise, and they themselves ought to be thankful that St. Patrick permitted them to be present at the banquet.

COLORED PEOPLE'S SERENADE TO SUMNER.

COLORED PEOPLE'S SERENADE TO SUMNER.

Address by the Senator Announcing His Introduction in the Senate of the Sup-plementary Civil Rights Bill. WASHINGTON, Dec. 1, 1873.

Senator Sumner was serenaded to-night by the colored people of Washington, and in response to the compliment spoke as follows :-

the compliment spoke as follows:—

MR. SUMNER'S ADDRESS.

I am touched by this manifestation of regard and sympathy; but allow me to say most sincerely that I cannot claim any special merit. I have acted always at the promptings of conscience, and could not have done otherwise. Besides, I could not forget the honored Commonwealth which sent me here with the commission and command to labor always for human rights. Had I at any time hesitated I should have been rebuiled, not only by my own conscience but by the liberty-loving people of Massachusetts, one of whose standard bearers I am. With the expression of my thanks I might properly close, but seeing you face to face on this amiable errand I am emboldened to dwell once more on what I have so outen presented to my colored fellow clitizens of Washington. Your position is peculiar and most important, for you are

tant, for you are

PLACED ON A HILL,

so as to be an example throughout the country.
Our colored fellow citizens elsewhere, counted by
millions, will be encouraged or depressed by what
is done here. They will do as you do, keeping in
hine with you and, according to a mintary phrase,
"dressing on you." If you are earnest and united
they will be earnest and united. If you insist upon
crowning reconstruction by a national statute
declaring complete equality before the law; in other
words, that everywhere, in everything regulated
by law, there can be no discrimination on account
of color—if you insist upon this beneficent and of color—If you insist upon this beneficent and most comprehensive measure, which is the essential supplement and complement of all other measures, then will our colored citizens throughout the country do likewise; and so, being inited, you will be heard, and, allow me to say, will prevail.

throughout the country do likewise; and so, being; united, you will be heard, and, allow me to say, will prevail.

I wish you to remember that the opening of the street cars here was followed by opening them in other places; so that the battle here was for the whole country. The admission to testify here was the prelude to admission everywhere. The equal franchise here was the precursor of that universal measure by which the right to vote was declared independent of color. It now remains that you should be assured by law in the enjoyment of equal rights in education, in travel and generally in the pursuit of happiness, and here also the keynote must proceed from Washington. One word more. It is not enough to have these assured by State laws. They must be placed under the safeguard of

A NATIONAL STATUER,

reaching with equal and univorm power into every. State, so that all shall be alike in rights, whether in Massachusetts or South Carolina. In New York, in New Orleans, such a statute will be the capstone of reconstruction. Let this be done and the heavy burdens you have so long borne will drop from your shoulders, and our legislation will be relieved of all questions of color. Our laws hereafter will speak of persons, of citizens, of men, but notaing more will be said of "black" or "white." In this respect they will be like the national constitution, which furnishes no excase for any such question. I have done what i could today to secure this triumph by introducing into the Senate what is extensively known as the Supplementary Civil Rights bill. It was the first bill introduced, and therefore stands No. 1 on the calendar of the Senate. If my wishes or efforts can prevail it will be the threat to become a law.

WAS SHE MURDERED?

Mysterious Case at Highbridge, N. J .- h Man Arrested on the Charge of Murdering His Wife. There was great excitement yesterday

the folks of the quiet little town of Highbridge, N. J., on the Central Railroad. Last Friday week a woman named Catharine Brennan died and in di time was buried. Two days after the interment there were ugly rumors regarding the cause death, and the case was brought to the notice of two justices of the peace. Strange to say they manifested great apathy in the case. The public manifested great apathy in the case. The public mind was not at rest, however, and the Coroner was then notified. In the meantime the husband of the woman fied from the town and returned two days ago. He was arrested yesterday, and was committed to await the result of the inquest now in progress. Marks of violence were but too visible on several parts of the woman's body. When it became known that Brennan was arrested a large crowd collected at the Coroner's office, and it required the efforts of a posse of constables to keep order. The inquest will be continued to-day. The evidence, though circumstantial thus far, is rather damaging to Brennan. A Herald reporter visited the town last evening, and found that the excitement was unabated.

The Senatorial Contest-A Double Murder-A Guest Burned To Death in a SAN FRANCISCO, Dec. 1, 1873.

Every effort will probably be made by the railroad monopolists at Sacramento to stave off an organization of the Legislature.

Mr. Booth is steadily gaining ground. The personal friends of Mr. Casserly say he will now support Mr. Booth.

Yesterday, near Elko, Nev., John Davis shot and instantly killed S. S. Hedge. Thomas Brown, Davis brother-in-law, who was by, thereupon drew a revolver and shot Davis through the head, killing him instantly. He then made his escape. Domesic troubles in the Davis lamily were the cause of the tragedy. Hedge had tried to induce Mrs., Davis to leave her husband and hive with him.

A fire to-day, on Pacific street, destroyed the Atlantic Hotel and several other buildings. Unaries Allen, a guest at the hotel, was burned to death.